

**IN THE SPECIFICATION:**

Please replace the paragraph beginning at page 11, line 1, with the following:

C1  
Sub  
D1  
If the preliminary values of correction are calculated immediately (optionally, with no temporary storage in register 220 in Fig. 2), the variables Kv1 and Kv4 can be filtered with the aid of a low pass filter (preferably of the first order with limited change speed) to thereby continuously exclude transient detrimental effects.

Please replace the paragraph beginning at page 12, line 1, with the following:

Sub  
D2  
C2  
Fig. 4 shows a logical circuit serving for straight travel detection. It can be integrated, for example, in the state detection 210 according to Fig. 2. Unit 401 determines the percentage speed of the wheels of an axle, preferably of the axle non-driven for which purpose the speeds of the wheels of that axle are received, i.e. signals 111a and 112a from the front axle for a vehicle with tail drive. Unit 401 can form and issue the difference, preferably the normalized difference, more preferred normalized to the lower of the two differences. The value can be signed in response to the speed ratios ( $V4 > V3$  or  $V3 > V4$ ). Numerals 402 and 403 designate two filters of different time constants. They receive and filter the output signal DVNA of unit 401. They are both low pass filters. 402 has a higher time constant than filter 403, for example, a time constant higher by at least the factor 5-10. The time constant of the deep pass filter 402 can be in the range of between 10 and 100 ms. FILS (filter slow) and FILF (filter fast) are formed as output signals. These signals are evaluated in block 404. A signal 405 is generated that identifies straight travel and that can be used for generating a signal for actuating the gate circuit 221 according to Fig. 2. The slow-filtered value from filter 403 can be interpreted as "memory" for values going back to the past. If a difference results between the two filtered output values FILF and FILS, this will be indicative of dynamic steering and, hence, a non-straight travel.